

IN THE CLAIMS:

Claims 1 to 5 are cancelled.

5. (currently amended) A hydraulic dashpot for motor vehicles, comprising: a primary piston and a cylinder charged with shock absorption fluid; a piston rod with a lower end mounting said primary piston, said primary piston partitioning said cylinder into two chambers, said piston rod traveling axially into and out of said cylinder; said primary piston having breaches; shock-absorption valves for varying the cross-section of said breaches; a bypass system having at least two mutually dependently-controlled parallel bypasses between said two chambers, said two mutually dependently-controlled bypasses between said two chambers being operable simultaneously at each instant of time; said bypass system being closeable and openable by various extents by controls in form of a slide having a flow-control breach[,] and traveling back and forth across said at least two bypasses extending adjacent through said slide; said slide regulating varying continuously flow resistances in said two bypasses; each bypass having a separate breach; and a secondary piston hydraulically received in one of said bypasses and having passive damping valves for damping fluid flow through said one of said bypasses, said secondary piston being hydraulically operable only with said one of said bypasses.

6. (previously presented) A hydraulic dashpot as defined in claim 5, wherein at least two bypasses are openable and closeable sequentially.

7. (previously presented) A hydraulic dashpot as defined in claim 5, wherein at least two bypasses are openable and closeable mutually discontinuously.

8. (previously presented). A dashpot as defined in claim 5, wherein at least two bypasses have different cross-sections.

9. (previously presented) A dashpot as defined in claim 5, wherein said primary piston has a bore communicating with a beaker-shaped hollow space receiving also said secondary piston and opening into an outlet communicating into one of said chambers through a port.

10. (previously presented) A dashpot as defined in claim 9, wherein said slide is transverse to said outlet; and magnetic means for moving said slide back and forth.

11. (previously presented) A dashpot as defined in claim 9, including a further bore extending above and parallel said outlet.

12. (previously presented) A dashpot as defined in claim 11, wherein another of said bypasses is formed by said first-mentioned bore and said beaker-shaped hollow space and said outlet; said another bypass having damping valves whereby said another bypass has damping characteristics.

13. (currently amended) A dashpot as defined in claim 5, wherein fluid flow can occur between said chambers under substantially slow motion of ~~said~~ said primary piston.

14. (previously presented) A dashpot as defined in claim 12, wherein said another of said bypasses has a bypass connection between said two chambers, said two chambers having damping characteristics, said damping valves having passive damping characteristics.

15. (previously presented) A hydraulic dashpot for motor vehicles, comprising: a primary piston and a cylinder charged with shock absorption fluid; a piston rod with a lower end mounting said primary piston, said primary piston partitioning said cylinder into two chambers, said piston rod traveling axially into and out of said cylinder; said primary piston having breaches; shock-absorption valves for varying the cross-section of said breaches; a bypass system having at least two mutually dependently-controlled parallel bypasses between said two chambers; said two mutually dependently-controlled bypasses between said two chambers being operable simultaneously at each instant of time said bypass system being closeable and openable by various extents by controls in form of a slide having a flow-control breach and traveling back and forth across said at least two bypasses extending adjacent through said slide; said slide regulating varying continuously flow resistances in said two bypasses; each bypass having a separate breach; and a secondary piston hydraulically received in one of said bypasses and having passive damping valves for damping fluid flow through said one of said bypasses, said secondary piston being hydraulically operable only within said one of said bypasses; at least two bypasses being openable and closeable sequentially; at least two bypasses having different cross-sections; said primary piston having a bore communicating with a beaker-shaped hollow space receiving also said secondary piston and opening into an outlet communicating into one of said chambers through a port; said slide being transverse to said outlet; magnetic means for moving said slide back and forth; a further bore extending above and parallel said outlet; another of said bypasses being formed by said first mentioned bore and said beaker-shaped hollow space and said outlet; said another bypass and having damping valves whereby said another bypass has damping characteristics; fluid flow occurring between said chambers under substantially slow motion of said primary piston; said another of said bypasses

having a bypass connection between said two chambers, said two chambers having damping characteristics, said damping valves having passive damping characteristics.